

### Baths

**ARMAN, LT. ROY.** On Friday, April 12, 1940, at the Naval Hospital, L. ROY ARMAN, Medical Corps, United States Navy, beloved husband of Florence Arman, remains resting at the Chambers funeral home, 1400 Chapin st. n.w., until Monday, April 15, at 1:30 p.m. Funeral services at St. Mary's Church, 1200 14th st. n.w., on Monday, April 15, at 10 a.m. Interment Arlington National Cemetery, 14.

**BROOKS, EDWARD C.** On Thursday, April 12, 1940, at 11:25 a.m., EDWARD C. BROOKS, beloved son of Rev. J. and the late Annie Brooks, stepson of Eliza Brooks, devoted father of Edward, Jr., and Mrs. Rebecca Washington; brother of Mrs. Mary E. Arthur, and sister leaves two sons, two daughters, one brother-in-law and a sister-in-law. Remains resting at the Chambers funeral home, 1400 Chapin st. n.w., until 13 noon Sunday; thereafter at his late residence, 1224 Dunlap st. n.e., where funeral services will be held Monday, April 15, at 1 p.m. Interment at the Lincoln Memorial Cemetery, 14.

**BURRIS, CHARLES HENRY.** On Thursday, April 12, 1940, at the home of Mr. and Mrs. Charles H. Burris, 1400 Chapin st. n.w., CHARLES HENRY BURRIS, son of the late Elizabeth Burris, remains resting at the Chambers funeral home, 1400 Chapin st. n.w., until Saturday, April 13, at 1 p.m. Interment at the Lincoln Memorial Cemetery, 14.

**CATON, NELLIE LEE.** On Saturday, April 13, 1940, at her residence, 324 So. Lee caton, wife of George T. Caton and mother of Mrs. Nellie Caton Woolf and sister of George T. Burroughs. Funeral services Tuesday, April 16, at 10 a.m. at the home of the late Mrs. J. L. Caton, 1400 Chapin st. n.w. Interment at the Lincoln Memorial Cemetery, 14.

**CLEMENTS, DR. LYMAN J.** On Friday, April 12, 1940, Dr. LYMAN J. CLEMENTS, beloved husband of the late Harriet C. Clements and father of Mrs. Ivy Ashburn, Mrs. Myrtle McAvoy, Sister Maria Ann, Mrs. Johnnie Howell, Mrs. Julia Golden, Lyman P. William H. and Samuel C. Clements. Funeral from his late residence, 512 B st. n.e., on Monday, April 15, at 9:30 a.m. thence to St. Joseph's Church, 3rd and C sts. n.e., where requiem mass will be said at 10 a.m. Relatives and friends invited. Interment Fort Lincoln Cemetery, 14.

**DICKERSON, ALEXANDER WALTER.** On Friday, April 12, 1940, ALEXANDER WALTER DICKERSON, of 114 Washington ave., Riverside, Md., son of the late Alexander and Margaret Dickerson. Remains resting at the Chambers funeral home, 1400 Chapin st. n.w., until Monday, April 15, at 10 a.m. Interment at the Lincoln Memorial Cemetery, 14.

**DUBLIN, HERBERT E.** Departed this life Thursday, April 11, 1940, at 10 a.m. at the Gallinger Hospital, HERBERT E. DUBLIN, 5201 14th st. n.w., husband of the late Susan Dublin, devoted father of Martin Dublin, Robert, Esther-in-law of Woodrow Roberts; brother of Sam and Clarence Dublin and Mamie Simms; uncle of five nieces and five nephews. He was a member of the First Baptist Church of Washington, D.C. Remains resting at J. L. Lowe's funeral home, 1400 Chapin st. n.w., until Monday, April 15, at 10 a.m. Interment at the Lincoln Memorial Cemetery, 14.

**GRAY, JENNIE.** On Thursday, April 12, 1940, at 7:30 p.m., JENNIE GRAY, wife of the late W. Ernest Gray, daughter of Capt. W. Ernest Gray, 1400 Chapin st. n.w., and sister of Capt. W. Ernest Gray, 1400 Chapin st. n.w. Funeral services at St. Mary's Church, 1200 14th st. n.w., on Monday, April 15, at 10 a.m. Interment at the Lincoln Memorial Cemetery, 14.

**KING, JAMES R.** At his home, 1400 Chapin st. n.w., on Friday, April 12, 1940, JAMES R. KING, 55 years, formerly of the U.S. Army, husband of the late Desha King, father of Virginia Steiner, brother of William A. King of Annapolis, Md., and sister of the late William A. King of Washington, D.C. Funeral services at St. John's Church, 1400 Chapin st. n.w., on Monday, April 15, at 10 a.m. Interment at the Lincoln Memorial Cemetery, 14.

**KING, LENA P.** On Friday, April 12, 1940, at her residence, 1300 Somerset st. n.w., LENA P. KING, wife of the late William A. King, daughter of the late William A. King, 1400 Chapin st. n.w., and sister of the late William A. King, 1400 Chapin st. n.w. Funeral services at St. John's Church, 1400 Chapin st. n.w., on Monday, April 15, at 10 a.m. Interment at the Lincoln Memorial Cemetery, 14.

**KRAMER, DR. SIMON FENDELTON.** On Friday, April 12, 1940, at his home, 1400 Chapin st. n.w., DR. SIMON FENDELTON KRAMER, 55 years, husband of the late Minnie Hall Kramer and father of the late Minnie Hall Kramer, 1400 Chapin st. n.w., and sister of the late Minnie Hall Kramer, 1400 Chapin st. n.w. Funeral services at St. John's Church, 1400 Chapin st. n.w., on Monday, April 15, at 10 a.m. Interment at the Lincoln Memorial Cemetery, 14.

**LOMA, LOTTIE LEE.** On Friday, April 12, 1940, at her residence, 1400 Chapin st. n.w., LOTTIE LEE LOMA, 55 years, wife of the late William A. Loma, 1400 Chapin st. n.w., and sister of the late William A. Loma, 1400 Chapin st. n.w. Funeral services at St. John's Church, 1400 Chapin st. n.w., on Monday, April 15, at 10 a.m. Interment at the Lincoln Memorial Cemetery, 14.

**MARTIN, THOMAS H.** On Friday, April 12, 1940, at his home, 1400 Chapin st. n.w., THOMAS H. MARTIN, 55 years, husband of the late Minnie Hall Martin, 1400 Chapin st. n.w., and father of the late Minnie Hall Martin, 1400 Chapin st. n.w. Funeral services at St. John's Church, 1400 Chapin st. n.w., on Monday, April 15, at 10 a.m. Interment at the Lincoln Memorial Cemetery, 14.

**McCLURE, VIRGINIA A.** Departed this life Thursday, April 11, 1940, at the Gallinger Hospital, VIRGINIA A. McCLURE, 55 years, wife of the late William A. McClure, 1400 Chapin st. n.w., and sister of the late William A. McClure, 1400 Chapin st. n.w. Funeral services at St. John's Church, 1400 Chapin st. n.w., on Monday, April 15, at 10 a.m. Interment at the Lincoln Memorial Cemetery, 14.

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### Capt. W. L. Lind Dies After Greeting Son At Baltimore Pier

#### Navy Budget Officer Falls Dead After Seeing Youth Away 18 Months

Capt. Wallace L. Lind, 52, budget officer of the United States Navy, fell dead last night on a Baltimore pier, shortly after greeting his son who had just disembarked from a ship bringing him home from a year-and-a-half stay in the West Indies.

Mrs. Lind, who was with him, said they had spent a few minutes with their son, Wallace, Jr., who had come ashore temporarily during the customs routine. Young Wallace had returned to the boat and the Linds were walking along the dock to rejoin him when Capt. Lind collapsed.

He was rushed to Johns Hopkins Hospital, where doctors said he had died of a heart attack.

#### Won Navy Cross.

A veteran naval officer, Capt. Lind was stationed at the Navy Department here in the office of the Budget Officer at the time of his death, having been in Washington since July, 1939. He made his home at the Kennedy-Warren Apartments.

Capt. Lind was born in Brainerd, Minn., and was graduated from the Naval Academy in 1911.

He was taking a post-graduate course in steam engineering at the Naval Academy when the United States entered the World War and was assigned to command the transport U. S. S. President Lincoln.

The transport was torpedoed in the North Atlantic May 31, 1918. For his efficient training of the boat's crew which resulted in the saving of the lives of many of the men aboard, Capt. Lind was awarded the Navy Cross.

#### Won Other Decorations.

His multiple duties during the years of his Navy service included assignments as executive officer of the Naval Air Station at San Diego, Calif., 1923-25; engineer officer of the battleship Arizona, engineer of



PARADE OF NATIONS—The International Students Society at George Washington University last night held an international night program in the university hall of government to acquaint students with the music, costumes and customs of other countries. Shown are Pricilla Makela of Finland, Inga Rundvold of Norway and Lily Nikula of Finland in their costumes.

### Sweden London

(Continued From First Page.)

at least briefly, when a bridge was dynamited as the first bus crossed a stream.

The Exchange Telegraph today quoted the Swedish radio as reporting that the Norwegians had blown up a bridge at Askim, south of Oslo, while German troops were crossing it, killing a great number.

Refugees from the Holen region reached Stockholm by automobile today and said they had been ordered by Norwegian police to speed for the Swedish frontier to keep their motorcade from falling into the hands of the advancing Germans.

The Germans, however, were reported harassed within Oslo when Norwegians blew up a large dam at nearby Solbergfoss and cut off the city's electricity.

Norwegian sources said telephone and telegraph lines linking Oslo and Berlin also had been put out of commission.

The King still pursued.

The Stockholm newspaper Svenska Dagbladet said German warplanes were pursuing King Hakon and Crown Prince Olav from hiding place to hiding place. Wherever they stop, it said, air alarms soon follow.

The present whereabouts of the 64-year-old monarch was not disclosed, but the newspaper said he had been forced to flee to the Norwegian-Swedish border.

The newspaper's correspondent said the King told him in a highway meeting, "I have not been out of my boots and I have hardly had a wink" since leaving Oslo Tuesday.

Military observers contended that the Nazis had bitten off more than they could chew when they sank their teeth into Norway.

That little country's deep ravines and scanty communication systems favor defenders in a guerrilla war, making impracticable the lightning action of mechanized forces such as subdued Poland in less than a month and moved into Denmark almost without opposition.

Geography, however, also offered serious tactical difficulties to the Allies in any attempt to land forces to aid the Norwegians.

The broken coasts with deep, narrow inlets are readily defended. Unless troops are landed by stealth and surprise, as the Germans were doing, they could be chopped down by a few machine-gunners, these observers said.

The Norwegian coastal contours also were forcing the mighty British fleet to play a cat-and-mouse game with the remaining German ships. In the opinion of naval experts, German submarines would be daring destruction if they ventured into the confined fjords to attack.

A search by Norwegians for five German warships reported off Trondheim was said to have been fruitless, but two British destroyers were seen at Namsos, to the north.

According to the Stockholm newspaper Aftonbladet, British fighting ships also were seen at Namsos, two British battleships, four cruisers and two other destroyers together with large numbers of aircraft.

(The British radio said last night that a Norwegian high command communique had claimed control of the whole country except for the occupied ports.)

"Mobilization is proceeding," it quoted the communique. "The influx of conscripts is overwhelming."

Norwegians Hold Elverum.

The correspondent of Dagens Nyheter said the Norwegians still held the ruins of Elverum, where about 50 persons were killed and 100 injured by German bombers.

Three hundred Germans were reported en route to Elverum, however, by bus and automobile. Other German motor troops were said to have reached Skarnes, 10 miles south of Kongsvinger, where Norwegian volunteers returning from the Finnish war were opposing the advance.

Almost every highway in Southern Norway was reported blocked at bridges blasted to stop the German troops.

The German announcer quoted Adolf Hitler's newspaper, Volkischer Beobachter, in a resume of the military situation, which said in part, as heard by C. B. S.

"The British actions only resulted in tremendous losses, which outnumber our losses enormously. Also, it has to be taken into account that the German defense position in Scandinavia within the past three days has been strengthened enormously and the enemy was in no position to prevent this."

"Moreover, the risk for the enemy has grown, while the risk for the Germans decreased in the same degree."

Meanwhile, it was insisted, an understanding of German motives was increasing in Norway, and hope was expressed that King Hakon soon would establish a government which would pursue a neutral policy as demanded by Germany.

Authorized commentators said they were not greatly impressed by British reports that new mine fields had cut Germany off completely from the North Sea.

"The British Navy cannot lay mines in spots which its ships cannot reach," they said.

"Moreover, the technical difficulties of laying such a mine barrier across the deep waters of the Skagerrak present a problem which cannot be solved in a few days."

The Germans said they were awaiting some British action against the German positions in Norway.

"It is inconceivable," they said, "that a great sea power like England would permit such a challenge to its prestige to go unanswered."

The authorized sources added, with a show of confidence, that Germany was ready for any emergency, however.

British Drive Fails, German Radio Claims

NEW YORK, April 13 (AP)—British attempts to repulse the German action in Scandinavia have met with "complete failure," the German radio said today in a short-wave broadcast heard in New York by C. B. S.

The German announcer quoted Adolf Hitler's newspaper, Volkischer Beobachter, in a resume of the military situation, which said in part, as heard by C. B. S.

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"Moreover, the risk for the enemy has grown, while the risk for the Germans decreased in the same degree."

### Danish Ships Must Go Under Allied Flag, British Contend

#### Vessels, Technically 'Of Enemy Character,' To Be Seized as Prizes

By the Associated Press.

LONDON, April 13.—An authoritative British source said last night that Danish ships now are technically "of enemy character" and that they are to continue in service "they may do so only under an allied flag."

This source said Danish ships would be seized formally as war prizes, after which they would be requisitioned and used for the benefit of the allies.

Their masters and crews would be "welcomed and invited" to serve under British or French flags if they wished to do so, he added.

Compensation to the Danish owners would be arranged "in due course," but on terms that would prevent any benefit passing to Germany during the war.

Ships Take Refuge.

New York shipping sources earlier had reported that England and France were preparing to seize the ships of Denmark's modern merchant fleet and in anticipation of such a move Danish officials had directed ship skippers to seek refuge in neutral ports.

What steps Danish officials would take in view of the allied seizure program were not immediately determined, although conferences were held yesterday in Washington and New York to formulate plans.

In Washington, Henrik de Kauffmann, Danish Minister to the United States, called at the British Embassy, but the Danish Legation said later that information on the shipping situation would come only from a committee of Danish shipping officials appointed to study the problem in New York. A committee representative said subsequently nothing definite had as yet been decided.

200 Outside Blockade Area.

The Washington legation estimated that there were more than 175 or 200 Danish vessels outside the allied blockade area. The whole Danish merchant fleet numbers more than 700 ships.

Speaking of the allied plan, one Danish official in New York summed it up this way: "They want to take our ships and we are trying to talk them out of it."

Shipping sources also said that England planned to take over and operate Norway's fleet of 1,987 ships, the fourth largest merchant fleet in the world. This plan was being delayed because of the outcome of the naval battles raging around Scandinavia.

Such a plan would affect American ship owners as many of them operate ships under Norwegian registry, including Standard Oil of New Jersey and Texas Co.

The Swedish fleet of 1,200-o- vessels will continue to operate normally except in the battle area. Consul General Martin Kastengren said in New York.

Chicago Grain

By the Associated Press.

CHICAGO, April 13.—Moderating weather over much of the grain belt and absence of any startling news from Europe led to scattered selling in the wheat pit today, which reduced prices about 1/2 cent at times.

The market had a fairly steady tone, however, and rallied frequently to around previous closing levels.

Prospect of little precipitation in the Southwest for a few days tended to check declines but for the most part traders limited operations in view of the situation abroad.

Buenos Aires wheat prices were off more than a cent at one time but closed only 1/4-cent net lower.

With a market contract there at 70 1/2 cents compared with the Chicago price of about \$1.07.

Private reports indicated temperatures were rising in the Southwest, but no precipitation was received and none was promised. Dallas, Tex., reported a frost and temperatures in the Southwest as of 6:30 a.m. ranged from 25 to 30 degrees.

The Ohio Valley had some precipitation and there were showers at some spring wheat points. The weekly forecast indicated one or two precipitation periods are likely in the Upper Mississippi Valley and North-central Great Plains this week, but much rain was promised for the Southwest.

Corn prices were about steady. The official Argentine estimate of 1940 production was 434,212,000 bushels compared with a crop of 421,466,000 last year. This is the largest Argentine harvest since 1926 and is expected to give Argentina an exportable surplus of approximately 345,000,000 bushels.

Oats showed little change, but rye and land prices were slightly lower, the latter reflecting the Government report showing domestic stocks are the largest in history, totaling more than 269,000,000 pounds, or more than double holdings a year ago.

At 11 a.m., wheat was 1/4 lower to 1/4 higher, compared with yesterday's finish: May, 1.07 1/4; July, 1.06 1/4; and corn also was 1/4 off to 1/4 up; May, 58 1/2; July, 60 1/2.

St. Matthew's Lutheran

"Let's Be Different" will be the subject of the Rev. Theodore P. Frick tomorrow at 11 a.m.

The Sunday School board will meet Monday 8 p.m. with Emil Weitz presiding. The Rev. Mr. Frick will speak on "The Psychology of Teaching."

Chicago Livestock

CHICAGO, April 13 (AP)—(United States Department of Agriculture)—Saleable hogs: 500; total, 3,500; nominally steady; ship- ping volume, 1,000; 1-pound prints, 24 1/2; 2-pound prints, 24 1/2; 3-pound prints, 24 1/2; 4-pound prints, 24 1/2; 5-pound prints, 24 1/2; 6-pound prints, 24 1/2; 7-pound prints, 24 1/2; 8-pound prints, 24 1/2; 9-pound prints, 24 1/2; 10-pound prints, 24 1/2; 11-pound prints, 24 1/2; 12-pound prints, 24 1/2; 13-pound prints, 24 1/2; 14-pound prints, 24 1/2; 15-pound prints, 24 1/2; 16-pound prints, 24 1/2; 17-pound prints, 24 1/2; 18-pound prints, 24 1/2; 19-pound prints, 24 1/2; 20-pound prints, 24 1/2; 21-pound prints, 24 1/2; 22-pound prints, 24 1/2; 23-pound prints, 24 1/2; 24-pound prints, 24 1/2; 25-pound prints, 24 1/2; 26-pound prints, 24 1/2; 27-pound prints, 24 1/2; 28-pound prints, 24 1/2; 29-pound prints, 24 1/2; 30-pound prints, 24 1/2; 31-pound prints, 24 1/2; 32-pound prints, 24 1/2; 33-pound prints, 24 1/2; 34-pound prints, 24 1/2; 35-pound prints, 24 1/2; 36-pound prints, 24 1/2; 37-pound prints, 24 1/2; 38-pound prints, 24 1/2; 39-pound prints, 24 1/2; 40-pound prints, 24 1/2; 41-pound prints, 24 1/2; 42-pound prints, 24 1/2; 43-pound prints, 24 1/2; 44-pound prints, 24 1/2; 45-pound prints, 24 1/2; 46-pound prints, 24 1/2; 47-pound prints, 24 1/2; 48-pound prints, 24 1/2; 49-pound prints, 24 1/2; 50-pound prints, 24 1/2; 51-pound prints, 24 1/2; 52-pound prints, 24 1/2; 53-pound prints, 24 1/2; 54-pound prints, 24 1/2; 55-pound prints, 24 1/2; 56-pound prints, 24 1/2; 57-pound prints, 24 1/2; 58-pound prints, 24 1/2; 59-pound prints, 24 1/2; 60-pound prints, 24 1/2; 61-pound prints, 24 1/2; 62-pound prints, 24 1/2; 63-pound prints, 24 1/2; 64-pound prints, 24 1/2; 65-pound prints, 24 1/2; 66-pound prints, 24 1/2; 67-pound prints, 24 1/2; 68-pound prints, 24 1/2; 69-pound prints, 24 1/2; 70-pound prints, 24 1/2; 71-pound prints, 24 1/2; 72-pound prints, 24 1/2; 73-pound prints, 24 1/2; 74-pound prints, 24 1/2; 75-pound prints, 24 1/2; 76-pound prints, 24 1/2; 77-pound prints, 24 1/2; 78-pound prints, 24 1/2; 79-pound prints, 24 1/2; 80-pound prints, 24 1/2; 81-pound prints, 24 1/2; 82-pound prints, 24 1/2; 83-pound prints, 24 1/2; 84-pound prints, 24 1/2; 85-pound prints, 24 1/2; 86-pound prints, 24 1/2; 87-pound prints, 24 1/2; 88-pound prints, 24 1/2; 89-pound prints, 24 1/2; 90-pound prints, 24 1/2; 91-pound prints, 24 1/2; 92-pound prints, 24 1/2; 93-pound prints, 24 1/2; 94-pound prints, 24 1/2; 95-pound prints, 24 1/2; 96-pound prints, 24 1/2; 97-pound prints, 24 1/2; 98-pound prints, 24 1/2; 99-pound prints, 24 1/2; 100-pound prints, 24 1/2; 101-pound prints, 24 1/2; 102-pound prints, 24 1/2; 103-pound prints, 24 1/2; 104-pound prints, 24 1/2; 105-pound prints, 24 1/2; 106-pound prints, 24 1/2; 107-pound prints, 24 1/2; 108-pound prints, 24 1/2; 109-pound prints, 24 1/2; 110-pound prints, 24 1/2; 111-pound prints, 24 1/2; 112-pound prints, 24 1/2; 113-pound prints, 24 1/2; 114-pound prints, 24 1/2; 115-pound prints, 24 1/2; 116-pound prints, 24 1/2; 117-pound prints, 24 1/2; 118-pound prints, 24 1/2; 119-pound prints, 24 1/2; 120-pound prints, 24 1/2; 121-pound prints, 24 1/2; 122-pound prints, 24 1/2; 123-pound prints, 24 1/2; 124-pound prints, 24 1/2; 125-pound prints, 24 1/2; 126-pound prints, 24 1/2; 127-pound prints, 24 1/2; 128-pound prints, 24 1/2; 129-pound prints, 24 1/2; 130-pound prints, 24 1/2; 131-pound prints, 24 1/2; 132-pound prints, 24 1/2; 133-pound prints, 24 1/2; 134-pound prints, 24 1/2; 135-pound prints, 24 1/2; 136-pound prints, 24 1/2; 137-pound prints, 24 1/2; 138-pound prints, 24 1/2; 139-pound prints, 24 1/2; 140-pound prints, 24 1/2; 141-pound prints, 24 1/2; 142-pound prints, 24 1/2; 143-pound prints, 24 1/2; 144-pound prints, 24 1/2; 145-pound prints, 24 1/2; 146-pound prints, 24 1/2; 147-pound prints, 24 1/2; 148-pound prints, 24 1/2; 149-pound prints, 24 1/2; 150-pound prints, 24 1/2; 151-pound prints, 24 1/2; 152-pound prints, 24 1/2; 153-pound prints, 24 1/2; 154-pound prints, 24 1/2; 155-pound prints, 24 1/2; 156-pound prints, 24 1/2; 157-pound prints, 24 1/2; 158-pound prints, 24 1/2; 159-pound prints, 24 1/2; 160-pound prints, 24 1/2; 161-pound prints, 24 1/2; 162-pound prints, 24 1/2; 163-pound prints, 24 1/2; 164-pound prints, 24 1/2; 165-pound prints, 24 1/2; 166-pound prints, 24 1/2; 167-pound prints, 24 1/2; 168-pound prints, 24 1/2; 169-pound prints, 24 1/2; 170-pound prints, 24 1/2; 171-pound prints, 24 1/2; 172-pound prints, 24 1/2; 173-pound prints, 24 1/2; 174-pound prints, 24 1/2; 175-pound prints, 24 1/2; 176-pound prints, 24 1/2; 177-pound prints, 24 1/2; 178-pound prints, 24 1/2; 179-pound prints, 24 1/2; 180-pound prints, 24 1/2; 181-pound prints, 24 1/2; 182-pound prints, 24 1/2; 183-pound prints, 24 1/2; 184-pound prints, 24 1/2; 185-pound prints, 24 1/2; 186-pound prints, 24 1/2; 187-pound prints, 24 1/2; 188-pound prints, 24 1/2; 189-pound prints, 24 1/2; 190-pound prints, 24 1/2; 191-pound prints, 24 1/2; 192-pound prints, 24 1/2; 193-pound prints, 24 1/2; 194-pound prints, 24 1/2; 195-pound prints, 24 1/2; 196-pound prints, 24 1/2; 197-pound prints, 24 1/2; 198-pound prints, 24 1/2; 199-pound prints, 24 1/2; 200-pound prints, 24 1/2; 201-pound prints, 24 1/2; 202-pound prints, 24 1/2; 203-pound prints, 24 1/2; 204-pound prints, 24 1/2; 205-pound prints, 24 1/2; 206-pound prints, 24 1/2; 207-pound prints, 24 1/2; 208-pound prints, 24 1/2; 209-pound prints, 24 1/2; 210-pound prints, 24 1/2; 211-pound prints, 24 1/2; 212-pound prints, 24 1/2; 213-pound prints, 24 1/2; 214-pound prints, 24 1/2; 215-pound prints, 24 1/2; 216-pound prints, 24 1/2; 217-pound prints, 24 1/2; 218-pound prints, 24 1/2; 219-pound prints, 24 1/2; 220-pound prints, 24 1/2; 221-pound prints, 24 1/2; 222-pound prints, 24 1/2; 223-pound prints, 24 1/2; 224-pound prints, 24 1/2; 225-pound prints, 24 1/2; 226-pound prints, 24 1/2; 227-pound prints, 24 1/2; 228-pound prints, 24 1/2; 229-pound prints, 24 1/2; 230-pound prints, 24 1/2; 231-pound prints, 24 1/2; 232-pound prints, 24 1/2; 233-pound prints, 24 1/2; 234-pound prints, 24 1/2; 235-pound prints, 24 1/2; 236-pound prints, 24 1/2; 237-pound prints, 24 1/2; 238-pound prints, 24 1/2; 239-pound prints, 24 1/2; 240-pound prints, 24 1/2; 241-pound prints, 24 1/2; 242-pound prints, 24 1/2; 243-pound prints, 24 1/2; 244-pound prints, 24 1/2; 245-pound prints, 24 1/2; 246-pound prints, 24 1/2; 247-pound prints, 24 1/2; 248-pound prints, 24 1/2; 249-pound prints, 24 1/2; 250-pound prints, 24 1/2; 251-pound prints, 24 1/2; 252-pound prints, 24 1/2; 253-pound prints, 24 1/2; 254-pound prints, 24 1/2; 255-pound prints, 24 1/2; 256-pound prints, 24 1/2; 257-pound prints, 24 1/2; 258-pound prints, 24 1/2; 259-pound prints, 24 1/2; 260-pound prints, 24 1/2; 261-pound prints, 24 1/2; 262-pound prints, 24 1/2; 263-pound prints, 24 1/2; 264-pound prints, 24 1/2; 265-pound prints, 24 1/2; 266-pound prints, 24 1/2; 267-pound prints, 24 1/2; 268-pound prints, 24 1/2; 269-pound prints, 24 1/2; 270-pound prints, 24 1/2; 271-pound prints, 24 1/2; 272-pound prints, 24 1/2; 273-pound prints, 24 1/2; 274-pound prints, 24 1/2; 275-pound prints, 24 1/2; 276-pound prints, 24 1/2; 277-pound prints, 24 1/2; 278-pound prints, 24 1/2; 279-pound prints, 24 1/2; 280-pound prints, 24 1/2; 281-pound prints, 24 1/2; 282-pound prints, 24 1/2; 283-pound prints, 24 1/2; 284-pound prints, 24 1/2; 285-pound prints, 24 1/2; 286-pound prints, 24 1/2; 287-pound prints, 24 1/2; 288-pound prints, 24 1/2; 289-pound prints, 24 1/2; 290-pound prints, 24 1/2; 291-pound prints, 24 1/2; 292-pound prints, 24 1/2; 293-pound prints, 24 1/2; 294-pound prints, 24 1/2; 2